



A Better Built Machine.

OWNER'S
MANUAL

READ MANUAL BEFORE OPERATING

Carter Brothers Manufacturing Co., Inc.

1871 US Hwy 231

Brundidge, Alabama 36010-9148

(334) 735-2301 (334) 735-2606

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THIS VEHICLE IS SOLD FOR OFF ROAD USE ONLY. BEFORE OPERATING THIS VEHICLE, READ ALL THE INSTRUCTIONS FOR SAFE ASSEMBLY AND OPERATION AS WELL AS THE INSTRUCTION GOVERNING THE ENGINE AND OTHER PORTIONS OF THE VEHICLE. WATCH THE SAFETY VIDEO PROVIDED WITH THE VEHICLE. PAY CLOSE ATTENTION TO ALL CAUTION AND WARNING LABELS ON VEHICLE.



IMPORTANT RULES FOR SAFE OPERATION

NOTE: All the below items (1-34) should be read and understood by the operator. Failure to do so could endanger the personal safety of the operator and any passenger.

1. This vehicle is not licensable. IT IS NOT TO BE OPERATED ON ANY PUBLIC ROAD, STREET, HIGHWAY, PARKING LOT, SIDEWALK, OR ALLEY. To do so would be in violation of local law. This vehicle may be operated only on private property and upon areas approved by local law. Avoid operating this vehicle in any area with stationary objects that the vehicle could travel under. Do not ride in areas where other recreational vehicles are being operated. Be respectful of landowners and the environment.
 2. This vehicle should NEVER be operated indoors. The exhaust from the engine contains carbon monoxide, which is a tasteless, odorless, and poisonous gas.
 3. Unless otherwise specified in this manual, all screws, nuts, and bolts must be kept tight to ensure that the vehicle is in safe operating condition. The engine must be kept free of all dirt and other accumulations, paying particular attention to throttle linkage area.
 4. Prevailing-Torque-type locknuts lose their locking capability with repeated use and require replacement. Ensure locknuts are functioning properly.
 5. The tire pressure should be checked prior to each use. The recommended inflation pressure is the maximum tire pressure as printed on the tire's sidewall. IMPROPER TIRE PRESSURE MAY CAUSE INSTABILITY AND MAY PREVENT PROPER BRAKING OR STEERING.
 6. Modification of this vehicle or removal of any original equipment or safety decals may render the vehicle unsafe or illegal. NEVER REMOVE ANY CHAIN GUARD, BELT CLUTCH GUARD, TORQUE CONVERTER GUARD, OR JACK SHAFT GUARD. These covers are for operator/passenger's protection. If any guards are removed for maintenance or servicing of the vehicle, ensure that they are secured in place prior to operating the vehicle.
 7. THE VEHICLE SHOULD NEVER BE STARTED WITHOUT FIRST CHECKING TO SEE THAT THE THROTTLE IS IN **IDLE** POSITION. Do not start engine without verifying proper function of the throttle. Never attempt to start this vehicle without having the operator seated in the proper position or the front of the vehicle against a stationary object. When starting with the operator in the seat, the operator should have their left foot on the brake. The gas pedal on the right may be used to assist in maintaining RPM during a cold start.
 8. This vehicle is not designed or intended for racing, any form of competition, or use on rental tracks.
 9. The operator's ability to operate this off-road vehicle safely is largely dependent upon the operator's ability to exercise proper judgment. An operator also must not be too small or too large for controlled operation.
- The operator must be of sufficient age, understanding, mental capacity, and physical capability to safely operate this vehicle. This vehicle should only be operated after mature, supervised instruction and sufficient practice in decongested areas. Safe operation includes responsibility for the safety of a passenger (if any).
10. A SINGLE SEAT VEHICLE IS DESIGNED FOR ONE OPERATOR **ONLY**. A DOUBLE SEAT VEHICLE IS DESIGNED FOR **ONE** OPERATOR AND **ONE** PASSENGER. No one should ever attempt to ride on this vehicle without being seated, with the seat belt properly secured. For double seat vehicles ridden without a passenger, the passenger seat belt must be secure to prevent it from getting caught up in operating components. Any passenger must be of sufficient age, understanding, mental capacity, and physical capability to act to protect himself/herself.
 11. The engine should be stopped when the vehicle is not in use.
 12. The operator and passenger (if any) of this vehicle should always wear a helmet approved by agencies such as the Department of Transportation (DOT), Safety Helmet Council of America (SHCA), or Snell Memorial Foundation (SNELL). Most off-road vehicle accident fatalities are due to head injuries. The operator should also wear face shields or goggles, boots or closed-toe shoes, gloves, and other appropriate protective clothing.
 13. LOOSE CLOTHING, LONG HAIR, OR ARTICLES WORN BY ANY OPERATOR OR PASSENGER MUST BE FULLY CONTAINED, OR COVERED TO PREVENT THEM FROM POSSIBLY BEING CAUGHT IN ROTATING PARTS OF THE VEHICLE OR THE SURROUNDING ENVIRONMENT WHILE RIDING. FAILURE TO OBEY COULD ENDANGER THE PERSONAL SAFETY OF THE OPERATOR OR PASSENGER.
 14. DO NOT PLACE HANDS, FEET, OR ANY OTHER PART OF THE BODY OR ANY CLOTHING NEAR THE ENGINE, MUFFLER, WHEELS, CHAIN, AND OTHER ROTATING PARTS OF THE VEHICLE WHILE RIDING OR RUNNING THE ENGINE. Caution must be used in performing required maintenance on or near an operating engine. Special caution should be taken after the engine has been running, since the engine and other drive components may be extremely hot.
 15. Wet, slippery, rough, or steep terrain is potentially dangerous and may result in injury if proper caution is not observed. Slow speeds are required to safely operate this vehicle under those conditions. The operator must use mature judgment, skill, and

- experience to choose a speed suitable for the terrain and riding conditions.
16. The governor settings for this vehicle's engine must not be tampered with, altered, or changed. The governor is set by the engine manufacturer and limits the maximum speed of the engine (and vehicle) and protects the engine from damage. Excessive speeds are potentially dangerous to the operator and the engine.
 17. Each time before using this vehicle, the fuel supply should be checked. The fuel tank should never be filled while the engine is running or while the engine is hot. Do not fill tank in a closed area such as a garage, while smoking, or in the vicinity of an open flame. Do not overfill the tank. Always follow the directions in the engine owner's manual. There should not be any fuel in the filler neck. Replace cap tightly to prevent spillage of fuel and potential fire hazard. After filling tank, move the vehicle at least 15 feet away from spot of filling before starting.
 18. If the vehicle should start making unusual noise or vibrating abnormally, the engine should be stopped and the spark plug wire disconnected. The vehicle should then be checked for damage. Excessive noise or vibration is generally a warning of loose or worn parts.
 19. When making repairs or adjustments to the vehicle which do not involve adjustments to the engine, the spark plug wire must be disconnected and kept away from the spark plug to prevent accidental starting. When working on or around, or when restarting engine, use extreme caution to avoid contact with the muffler, cylinder head, or any other potentially hot area on or around the engine.
 20. Always perform a Pre-Ride Inspection before starting the engine. See Pre-Ride Inspection section in this manual.
 21. The Custom Bar Cage assembly provided with this vehicle is not designed as a "roll bar". Do not operate this vehicle without the cage properly installed. Vehicles with light kits are for decorative purposes and to assist others in seeing you. Only operate this vehicle during daylight.
 22. When storing the vehicle, it must be kept in a place where gasoline fumes will not reach an open flame or spark. For long period of storage, such as for winter, the fuel tank should be drained in an open, cool area. The engine must be allowed to cool before storage in any enclosure. Read and keep all printed material supplied with this vehicle. Timely and specific instructions and a Operator's Manual revisions are included in supplements. If any printed material included is unclear, contact your dealer/ retailer for assistance.
 23. NEVER OPERATE THIS VEHICLE WHILE UNDER THE INFLUENCE OF ALCOHOL, DRUGS, OR MEDICATION OF ANY KIND. SUCH OPERATION COULD BE DANGEROUS TO YOURSELF AND/OR OTHERS.
 24. Always slow down when turning. High speed turning may cause loss of control, possible turnover of the vehicle, and/or possible injury to operator or passenger.
 25. When turning on pavement, knobby tires may increase the risk of loss of control. ALWAYS SLOW DOWN!
 26. DO NOT RACE, JUMP, PERFORM "STUNT" RIDING OR "SPINOUTS" WHEN OPERATING THIS VEHICLE. THIS VEHICLE IS NOT DESIGNED OR INTENDED FOR SUCH OPERATION.
 27. This manual, along with the other supplements provided with your vehicle, provide guidelines for the assembly, maintenance, and operation of this vehicle and is not intended as a service manual.
 28. Assembly, maintenance, and/or repair of this vehicle should only be performed by persons of sufficient mechanical skill, experience, and judgment (such as outdoor equipment dealers, motorcycle dealer/shops, or small engine dealers) so that no unsafe condition or modification is made.
 29. Always use extreme caution when starting the engine. Avoid touching the engine, muffler, or drive components. These areas could cause burns on contact.
 30. The battery (if applicable) contains sulfuric acid and must not come in contact with skin, eyes, or clothing since this will cause severe burns possibly causing disfigurement. Also, battery may generate explosive gases and must not be exposed to sparks, flame, cigarettes, or anything flammable or an explosion may result causing severe injury.
 31. OPERATOR MUST ALWAYS BE APPROPRIATELY SUPERVISED AT ALL TIMES WHILE OPERATING THE VEHICLE.
 32. Operating this vehicle requires skills acquired through practice over a period of time. Take the time to learn the basic techniques well before attempting to operate the vehicle.
 33. Operate only on safe and familiar terrain. Avoid loose gravel and rocks. Be careful on wet surfaces and allow for extra braking distance.
 34. ALWAYS mount the caution flag provided on the vehicle for safety purposes.

WARNINGS, CAUTIONS, and NOTES are provided throughout this manual.

WARNINGS are procedures that if not followed could result in serious injury or death.

CAUTIONS are procedures to prevent damage to the vehicle or injury.

NOTES highlight important information.

Read each carefully!

PAY CLOSE ATTENTION TO ALL CAUTION AND WARNING LABELS ON THE VEHICLE.

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WARNING: The Engine Exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

ASSEMBLY

1. **Steering Wheel** - Bolt steering wheel to anchor plate securely with the fasteners.
2. **Seat** - Bolt seat to vehicle frame. Adjust seat for operator. Then, install the seat cushion, if it is separate.
3. **Bolts** - Check the screws, nuts, and bolts on your vehicle to see that all are tightened securely. For safe operating conditions, do periodic checks and tighten securely.
4. **Engine** - Fill the crankcase with oil as directed in the engine owner's manual provided. Follow all warnings, cautions, and procedures contained in that manual.
5. **Custom Bar Cage (CBC)** - Assemble the CBC (and light kit, if provided) using the instructions provided in the CBC box.
6. **WARNING—Tire Pressure** – The air pressure in each tire should be checked carefully. The proper air pressure for each type of tire is printed on the the side of the tire. Some vehicles with different tires on the front and rear may also have different air pressures. Ensure each tire is properly inflated. Tires that are under or overinflated can create dangerous conditions that could result in loss of control and serious injury or death.

PRE-RIDE INSPECTION

WARNING - Perform this pre-ride inspection prior to operating the vehicle. If not performed, serious damage to the vehicle or personal injury may result.

1. **ENGINE OIL LEVEL** - Add oil if required. Check for leaks. Tighten filler cap securely.
2. **FUEL LEVEL** - Add fuel as necessary. Do not overfill (no fuel in the filler neck). Replace cap tightly. Check for leaks. Do not mix oil with gas.
WARNING - Do not refill engine while it is hot. It is possible for spilled fuel to ignite resulting in a fire. Do not fill gas tank in a closed area such as a garage. After filling the tank move the vehicle at least 15 feet away from spot of filling before starting.
3. **BRAKES** - PERFORM A BRAKE TEST: Have the operator sit in the seat, then push the vehicle from behind. Once the vehicle is rolling, have the operator apply the brake pedal. The vehicle should come to a stop. **WARNING**: Do not operate this vehicle unless the brake is working properly.
NOTE: Band brake systems typically require a short break-in period to operate at full efficiency. Some wear on the lining of the brake pads will increase the coefficient of friction and improve their effectiveness. That can be accomplished by making a series of gentle stops. Hard usage of the brakes without a break-in period can result in shortened brake pad life and decrease braking ability.
4. **TIRES** - Check condition and pressure.
5. **DRIVE CHAIN** - Check condition, tension, lubricate as necessary.
6. **THROTTLE** - CHECK FOR SMOOTH OPERATION. Assure throttle "snaps" back to idle. Also, check for frayed cable or damaged cable conduit. If either condition exists replace the cable assembly before riding.
7. **TOGGLE KILL SWITCH** - PERFORM THIS TEST (only for models without electric starter): While the engine is running, move the toggle kill switch on the steering column to the "OFF" position. If this does not stop the engine, check to ensure that the toggle kill switch wire is attached to the terminal on the engine. **WARNING**: DO NOT OPERATE THIS VEHICLE WITH A TOGGLE KILL SWITCH THAT IS NOT FUNCTIONING PROPERLY.
8. **ALL NUTS, BOLTS, AND FASTENERS** - Check wheels to see that all axle nuts and lug nuts are tightened properly. Check and tighten all other fasteners as necessary.
9. **GUARDS** - Ensure all protective guards are in place. NEVER OPERATE THIS VEHICLE WITHOUT ALL CHAIN, CLUTCH, OR DRIVE ASSEMBLY COVER GUARDS IN PLACE. Each of these covers have a protective purpose, if removed, could endanger the personal safety of the operator or passenger (if any).
10. **STEERING SYSTEM** - Ensure that it turns freely.

CORRECT any discrepancies according to the Owner's Manual before riding. If a problem cannot be corrected, contact an authorized dealer/retailer for assistance.

STARTING THE ENGINE

NOTE: Do not attempt to start or operate this machine without being completely familiar with all controls necessary to operate this vehicle safely. Do not start the engine before reading and understanding all the rules, warnings, and instructions in this manual, as well as the engine owner's manual. We strongly recommend that all supervisors, operators and passengers view the safety video prior to operation.

DRIVING SAFETY TIPS

TURNING MANEUVERS

A new operator must learn to shift his or her weight and control the throttle to allow the rear tires to negotiate the turn. This is the primary technique to be mastered in riding this vehicle. Practice turning at slow, constant speeds. Defer increased speeds until you are confident of your proficiency and are intimately familiar with the terrain.

Steer in the direction of the turn, and lean your body to the inside of the turn in order to maximize front tire traction. Use the throttle to maintain power throughout the turn.

Once this technique is learned, turning maneuvers can be performed within a relatively small area.

Incorrect turning techniques may cause the front wheels to slide straight ahead without affecting the vehicle's direction of travel. If this should occur, come to a stop, then resume the technique outlined above.

If the front wheels tend to skid in mud, sand, or snow, you may be able to improve control by releasing the throttle and allowing the vehicle to coast through the turn.

If the rear wheels inadvertently skid sideways, correct your slide by steering in the direction of the skid, if you have room to perform this maneuver safely. Avoid braking or accelerating until you have control.

To avoid skids while traveling on slippery terrain, the operator must exercise a high degree of caution. Turning maneuvers on slippery terrain are more hazardous than those performed under full traction and must be done slowly.

Surface composition is a major factor affecting skidding. It is easier to slide on packed snow than in deep sand. It is dangerous to skid on ice, because you may lose all directional control, and it is dangerous to skid on pavement, because you may regain traction suddenly and unexpectedly, which can cause the vehicle to overturn.

CLIMBING HILLS

Practice climbing on evenly surfaced slopes of less than 20 degrees. The vehicle's capability in climbing hills or traversing any specific terrain is dependent upon operator skill and vehicle load. As you gain experience in handling this vehicle, and learn the hazards to be encountered and your own limitations you may then proceed to drive more challenging terrain. However, you must first be able to discern and avoid any hill or hazard that would cause this vehicle to overturn.

Take a running start, at the appropriate speed for the ascent, and climb at a steady rate of speed.

WARNING - Do not apply power suddenly by opening the throttle while ascending a hill or the front wheels may rise from the ground. If the front wheels lift, the operator's control will be lessened and the vehicle may overturn backwards.

If you should find that you have incorrectly estimated climbing capability and lack the power or traction to continue the ascent, if space permits, turn the vehicle around while you still have the forward speed to do so and descend. Avoid stalling part way up a hill, as maneuvering will then become more difficult.

CAUTION - Before attempting a turn on a hillside, the operator should first master turning technique on level ground.

If you do lose all forward speed, and can neither continue uphill nor maneuver the vehicle under its own power, turn off the engine, dismount, and physically turn the machine around.

CAUTION - To avoid overturning, the operator must exercise a high degree of caution when dismounting or moving this vehicle on a hillside.

DESCENDING HILLS

It is usually advisable to descend hills with the vehicle pointed directly downhill, avoiding angles that would cause the vehicle to lean sharply to one side. As you approach the point of descent, stop and survey the terrain below. Never drive headlong past your limit of visibility. When you have picked a safe path of descent, descend slowly with the throttle closed. Sit back on the seat, with arms extended and braced on the steering wheel.

When descending it is recommended that the operator apply the brakes intermittently to further reduce forward speed.

Braking effectiveness is reduced while descending any incline with a loose surface.

RIDING THROUGH WATER

Do not cross any stream with fast flowing water. The tires may float, making it difficult to maintain control. Do not drive the vehicle through water for prolonged periods.

The vehicle can cross water to a depth of approximately 4-6 inches, although the operator must be careful to avoid getting the spark plug or air cleaner wet.

When crossing shallow streams, choose a course where both banks have gradual inclines. Proceed at a slow, steady speed, and take care to avoid submerged obstacles and slippery rocks.

If loss of forward motion or pulling power is noticed when driving through water, it indicates the torque converter belt has become wet. When this occurs, the operator should immediately head toward shore at minimum throttle required to maintain motion. Once on shore, the torque converter belt will dry quickly if operator will sit for a few moments with the engine idling.

After driving through water, the brakes may be less effective than normal. Test the brakes after traveling through any water, and if necessary, apply the brakes repeatedly until the heat of friction has dried them and the brakes retain their normal effectiveness.

WARNING - Do not operate vehicle at high speeds until brakes are dry and effective.

PREVENTIVE MAINTENANCE

STORAGE

In the event your vehicle is not to be operated for a period in excess of 30 days and at the end of each riding season prepare for storage as follows:

WARNING - Do not drain fuel while engine is hot. Be sure to move vehicle outside before draining fuel.

1. Drain fuel tank and remove all fuel remaining in the tank by using a suction device or by soaking up with a clean rag or towel. Remove all fuel remaining in the carburetor by allowing engine to run out of fuel. Do not perform any fuel removal procedure while smoking or near an open flame. Dispose of any rags or towels properly.
2. Lubricate engine cylinder by removing the spark plug and pouring one ounce of clean lubricating oil through the spark plug hole into the cylinder. Crank the engine slowly to spread oil and replace spark plug.
3. Do not save or store gasoline over winter. Using old gasoline which has deteriorated from storage will cause hard starting and affect engine performance.
4. Monthly charging of the battery (if applicable) is recommended in the off-season.

WARNING - Battery may generate explosive gases after filled with acid and during charging or use. Keep sparks, flame, cigarettes, or anything flammable away. Ventilate when charging or using battery in an enclosed space, and ensure that the battery vent path is always open.

5. When the vehicle is removed from storage re-read the owner's manual, perform any assembly required, and perform a pre-ride inspection. See Pre-Ride Inspection section of this manual.

GENERAL

Just as your automobile needs professional, mechanical maintenance from time to time, so does this vehicle. Replacement of the spark plug and ignition points is made necessary by normal use. Professional air cooled engine service is easily obtained. Check your phone book yellow pages under "Engines-Gasoline."

SERVICE INSTRUCTIONS

ENGINE LUBRICATION – Ensure that you follow the procedures outlined in the engine owner's manual that is provided as a supplement to this manual. Failure to follow procedures could reduce the life of your engine.

VEHICLE LUBRICATION - Every two or three hours of use lubricate the following items with several drops of oil; steering bearing points, brake rod pivot points, pedal pivot points, steering

spindles, and steering rod ends. Use the same grade of lubricating oil that is used in the engine crankcase.

CHAIN LUBRICATION - For the best chain life, it should be lubricated with a graphite type lubricant such as the spray-on type which evaporates leaving the graphite on the chain. Using oil or grease on the chain in dusty or sandy riding conditions may cause dirt particles to stick to the chain resulting in rapid wear from abrasion.

TORQUE CONVERTER LUBRICATION - Although the Torque Converter has been designed for many hours of use, periodic cleaning and lubrication is necessary for optimum life and performance. Extremely dust, dry climates would require more frequent maintenance checks.

Here are the steps to take to maintain the Torque Converter: Examine the sheaves surfaces of both the front and rear unit. Clean all dust, dirt and belt residue from surfaces. This must be done with an evaporative solvent. The belt and belt surfaces must be free of dirt and grease.

Remove the cover from the front drive unit. Clean all dust and dirt from internal parts, and re-lubricate with a dry lubricant such as molybdenum disulfide. Reassemble unit and be sure cover is securely replaced.

CENTRIFUGAL CLUTCH LUBRICATION - There are two main elements that can shorten the life of a clutch - poor lubrication and dirt/sand.

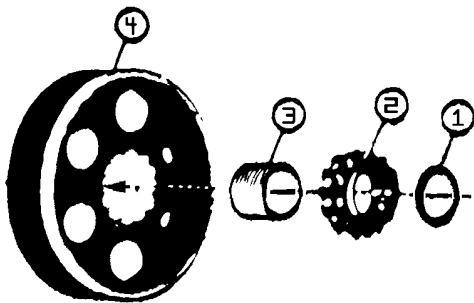


Illustration 1

The clutch contains an oil-impregnated bronze bushing (part '3' on illustration). It is press fitted inside on the sprocket and surrounds a steel sleeve onto which a snap ring clips. The small snap ring at

the end of the sprocket holds the clutch together, and for this reason the snap ring should not be removed.

With the engine off, apply oil (SAE 30 motor oil) to the snap ring area. (See illustration 2 for details.) To make it easier for the oil to work its way into the bushing area, try to manually roll the vehicle along while applying the oil. If you lift the rear end and support it on the frame you can rotate the rear wheels to work the oil into the bushing. Never apply grease to this bushing, because it clogs the pores and retards proper lubrication. For best results, oil every two hours of running time. (4 or 5 drops).

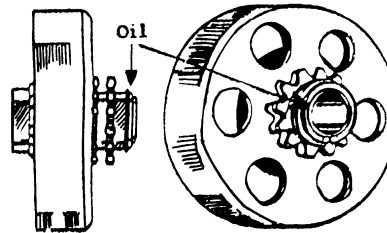


Illustration 2

Dirt and sand are abrasive and can act like sandpaper to prematurely wear the bushing, the sprocket, the chain, and other parts of your vehicle. Since these vehicles are driven on all kinds of terrain, it's often hard

to keep the moving parts dirt free. A clean vehicle can prolong the life of the clutch's bushing and sprocket as well as the chain and other bearings on the vehicle. Try wiping or brushing away as much dirt as possible from these areas after each use.

If you find that the drum and sprocket assembly wobbles on the steel sleeve, this is an indication of a worn bushing. You should get a new clutch or replacement bushing. A worn bushing can lead to a thrown chain. Replacing the bushing early when you first see the excessive wear will prevent the sleeve from becoming worn and damaged.

FRONT WHEEL REPLACEMENT - Care must be used when replacing wheels. **DO NOT OVER-TIGHTEN AXLE NUTS.** It is only necessary to tighten the nuts so that the wheel turns freely on the axle with minimum end play. If the wheel does not turn freely the nut is too tight.

REAR WHEEL REPLACEMENT - Loosen the large locknut in the center of the wheel to remove the rear wheel.

CHAIN ADJUSTMENT - After the first two hours of operation, check the chain adjustment and readjust it if it has more than 3/8" flex. Loosen the engine clamp nuts and slide the engine and jack shaft assembly rearward to tighten the chain. Allow about 3/8" flex for proper adjustment. Tighten the nuts securely. On models equipped with a centrifugal clutch, the engine may need to be moved forward to tighten the chain.

RECORD THE MODEL NUMBER AND SERIAL NUMBER OF YOUR VEHICLE IN SPACES PROVIDED BELOW FOR REFERENCE WHEN ORDERING REPLACEMENT PARTS.

Model No. _____ Color _____

Serial No. _____
(red and silver tag attached to go-kart frame)

EngineNo. _____
(from engine)

LIMITED WARRANTY

FUN OFF-ROAD MACHINES by CARTER

THE LIMITED WARRANTY ON THIS VEHICLE IS IN TWO (2) PARTS:

As we believe CARTER BROTHERS MFG. CO., INC. products are the finest available, we offer the original purchaser of this product the following warranty:

PART 1

ENGINE - The Engine is warranted by the Engine manufacturer, NOT BY CARTER BROTHERS MFG. CO., INC.. SEE ENGINE OWNERS Manual. Engine repair, engine replacement parts, and engine warranty claims must be handled through an authorized engine dealer in your locality. (See yellow pages of phone directory under "Engines- Gas".)

PART 2

FRAME - The Frame and related components are warranted by CARTER BROTHERS MFG. CO., INC. and are applied to any part found to be defective due to material and/or workmanship when inspected at the factory of CARTER BROTHERS MFG. CO., INC., BRUNDIDGE, ALABAMA. CARTER BROTHERS MFG. CO., INC., will, at its' option, repair or replace defective parts to the original purchaser at no charge .

The Warranty periods are as follows from date of purchase:

A. Frame for 90 days, Void if :

1. Frame is broken or bent due to abuse (underside scraped abusively).
2. Wheels are bent or broken due to impact.
3. Spindles are bent due to impact.
4. Paint is worn off of rear bumper indicating extra rider.
5. Axles are bent out of ordinary position either horizontally or vertically.
6. Non-factory altering of engine or it's components.

B. Bearings and sprocket for 30 days.

C. Clutch for 30 days against breakage of its parts. No warranty is applied for wear of clutch shoes or clutch bearings due to service.

D. Throttle Cable, Brake cable, Brake Band, Chain, Tires, Seat, Fasteners, and other components are not warranted because due to their normal service, they are subject to excessive wear and abuse.

All Warranties are voided if the vehicle has been altered for use in racing or competition, rented, used under abnormal conditions, or subject to abuse, misuse, neglect, or improper maintenance.

CARTER BROTHERS MFG. CO., INC. is not liable for any damage claim or liability claim, personal or otherwise resulting from operation of this vehicle in any way.

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